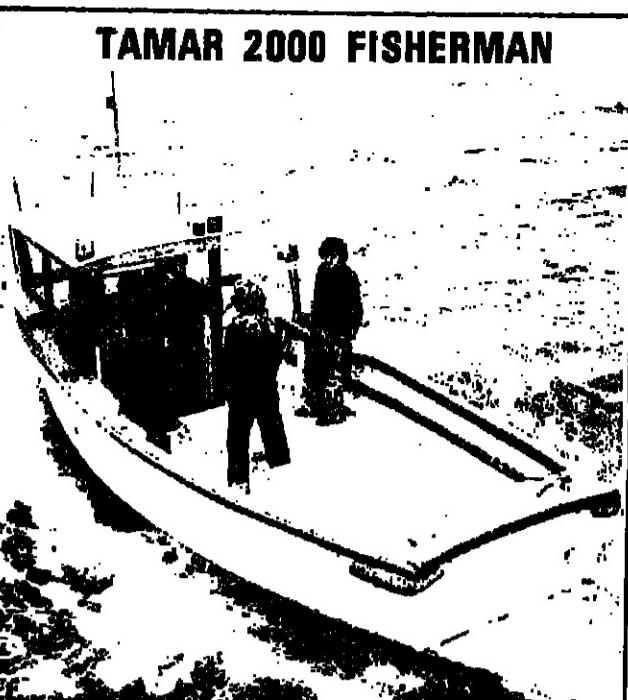


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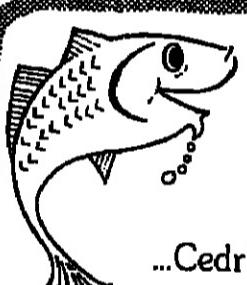
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John Silkin and his host in Norway, Jens Evensen (centre) chat to the skipper of a Norwegian trawler in Bergen harbour.

NORWAY-TORIES HAMMER SILKIN

A TEAM of British experts is to go to Bergen soon to co-ordinate British and Norwegian fishing conservation and enforcement. Mr. Silkin announced this move following his statement to the Commons on Friday about his apparently successful visit to Norway. But opposition spokesmen were concerned about the effect Mr. Silkin's trip might have on an EEC fisheries settlement.

The posting of officials to Bergen is a result of an informal agreement to work more closely together on fishery control and enforcement.

Mr. Silkin said that in Norway he had met the ministers concerned with the

law of the sea, fisheries, agriculture, opened a long series of questions by suggesting that the statement was so thin he wondered why it had been made at all. They welcomed any understanding Mr. Silkin might reach with the Norwegian Government but wanted an assurance that Mr. Silkin did not think the result would be to put back the settlement in the EEC which was so vital to the Atlantic.

He had also wanted to confer with the Norwegian ministers about his own unilateral conservation measures, announced while he was in Oslo. They had also discussed the consequences for conservation and management of fish stocks, of continuing absence of agreement within the EEC on revision of the Common Fisheries Policy.

"It was no part of my remit to negotiate formally with Norway, but my opposite numbers and I had a valuable exchange of information and ideas on conservation and other aspects of fisheries. On many of these issues the views of Norwegian ministers and of the British Government were very close and we resolved to take a set number of fishing days per vessel per year.

This idea is rapidly gaining momentum and support in Grimsby where skippers and fishing vessel operators are coming to the conclusion that it is not only the simplest and easiest to apply, but completely fair as it gives large and small vessels equal opportunity to fish to their capacity and would not cause hardship.

Speaking about the scheme to *Fishing News*, John Richardson of the John R. (Fish Salmens) Ltd. agency said: "All our skippers are agreed the only sensible limitation of fishing effort, for conservation reasons, should be done by allocating each vessel with a number of days each per year to fish.

The vote followed a debate in which Mark Hughes, Labour MP for Durham, said that the agriculture and fisheries committee, for which he was spokesman, would not have been so quick to endorse the Commission's regulation if they had then known of the exclusion of the Faroe and Norwegian.

Although the Commission put forward their proposal on the basis of "overwhelming biological evidence" which the agriculture committee accepted unanimously, there was at least one dissident in the Parliament.

Erik Andersen, of Denmark, called the British measures one-sided and said they would have a direct and detrimental effect on Danish fishermen in favour of British fishermen.

Henk Vredeling, Vice President of the Commission, was much milder in his

FAROE DEAL

FLEETWOOD gave a big welcome to the first Icelandic trawler to dock at the port for more than 20 years last week. The stern fisher *Dagny* landed 1,598 kits — almost all cod — which sold for £52,468, representing the highest grossing made at the port for many months.

A six man delegation from the association visited Faroe last week. Harry Gray, association secretary, said that initially one Faroese boat will land directly from the grounds as an experiment, probably with about 40-50 tons of haddock, cod and saithe.

Details of the prices being paid have not been revealed by the processors, but Mr. Gray said they were very happy with the negotiations, with the price based on the ruling prices in Faroe.

Champagne welcome for Icelandic trawler

of cod auctioned being sold for charity and its buyer being presented with two bottles of champagne by the firm's agents, J. Marr and Son Ltd.

The kit sold for £105 and was bought by Bramwell and Marsten. The money went to

the Royal National Mission to Deep Sea Fishermen.

Jim Cross, Marr's Fleetwood manager and president of the Fleetwood Fishing Vessel Owners' Association, said that if the ban on Icelanders had not

been lifted there would have been every possibility of the FFVOA going to the wall.

They had, he said, hit first by the pull-out of Wyre Trawlers and then further by the departure of French vessels for the summer. The association guaranteed lumpers £10 a day and they needed to be fully employed if their earnings were not to be a drain on the FFVOA banking account.

He added: "This is the beginning of a new era. Let's hope that it will bring a boost for everybody. I can't see that our fishermen will suffer. The main supplies coming into Fleetwood will be from British ships but we will be able to release some of our

vessels in the autumn to go after mackerel which should prove quite lucrative."

Apart from *Dagny*'s catch there was only one other of any size during the week — and this also came from a foreign vessel. The French stern trawler *Trezen* landed 875 kits which sold for £21,872.

CORRECTION

IN *Fishing News* June 30, we reported that a Hull Skipper Chris Hamling in the Arctic *Raider* was fined £80 with £1,000 costs for failing to comply with traffic rules in the Channel. This was a misprint, the costs were assessed at £100.



COMMENT

IN TERMS of votes at a General Election, the fishing industry is small fry. Even if all the people engaged in back-up services to fishermen were included, it would still be difficult to fill Wembley Stadium.

Fortunately, the numbers game does not outweigh the value of a big contribution to the wealth of a country made by a relatively small number of people. And suddenly even politicians are beginning to wake up to this fact.

With the heat of an election emanating from Westminister, the fishing industry is about to be wooed. No doubt the Government will be feeling little compunction over its performance on fishing and will be reminding us of what it's done. In this column, last week, we expressed some doubts about where the Government is taking the fishing industry.

What is more alarming, is that the Tory Party spokesmen are busily reassuring the industry that they will be taking an equally strong stand on fishing. Even Mrs Thatcher has been tempted to promise a 'square deal'.

What doesn't seem to have sunk in, is that we are not happy with the progress made on fishing. As the White Fish Authority's chairman says this week: "Things have not changed, they have simply become exaggerated." For the Tories to promise to do equally well on fishing, leaves little to get worked up about.

If the Tories really want to beef up their campaign, they should talk in words that really mean something. This could start with a pledge to achieve 50-mile limit.

Fishermen no longer want to get tied up with "dominant preferences", or "sea lion's shares", or even "fishing plans"—and all the other jargon that means we are not going to get a wide exclusive limit.

The measures he had announced seemed somewhat meagre. Why had Mr. Silkin not yet referred to restriction of gear, to one net per vessel, or to a general increase in mesh sizes?

Mr. Silkin commented that his "thin statement" had produced a lot of verbiage from Mr. Payton. He had made the statement because in negotiations of that sort when the whole country was involved, it was his duty to come to the House and be questioned.

The measures he had announced while he was in Oslo were rather like a cross between a competition and enforcement questions they had discussed in Norway. They could take measures like it without realizing that it would affect Norway.

Mr. Wilson leaves widow.

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A RATHER unusual fishing display took place at Lyme Regis, in Dorset, last week. With none of the razzmatazz of the professional exhibition circuit, fishing gear suppliers and manufacturers got together and displayed their wares in a car park.

A shirt-sleeves occasion with not an executive pinstripe suit in sight, the result was an important point of contact with local fishermen who are often too busy to travel hundreds of miles to visit the big shows.

With site space at just £40 a time, there was no need for high pressure salesmanship to justify the cost of being there. In this relaxed atmosphere orders were placed, but more important, exhibitors were able to spend time getting a feed-back from fishermen about the performance of equipment and their requirements.

For such a practical show it was fitting that at the helm should be a former fisherman, Roy Gollop, who

has now moved over to supplying fishing gear. He's already making plans for another and bigger show next year — and this could start a trend which will be followed up in other parts of the country.

fishing news

Editor:
Harry Barrett

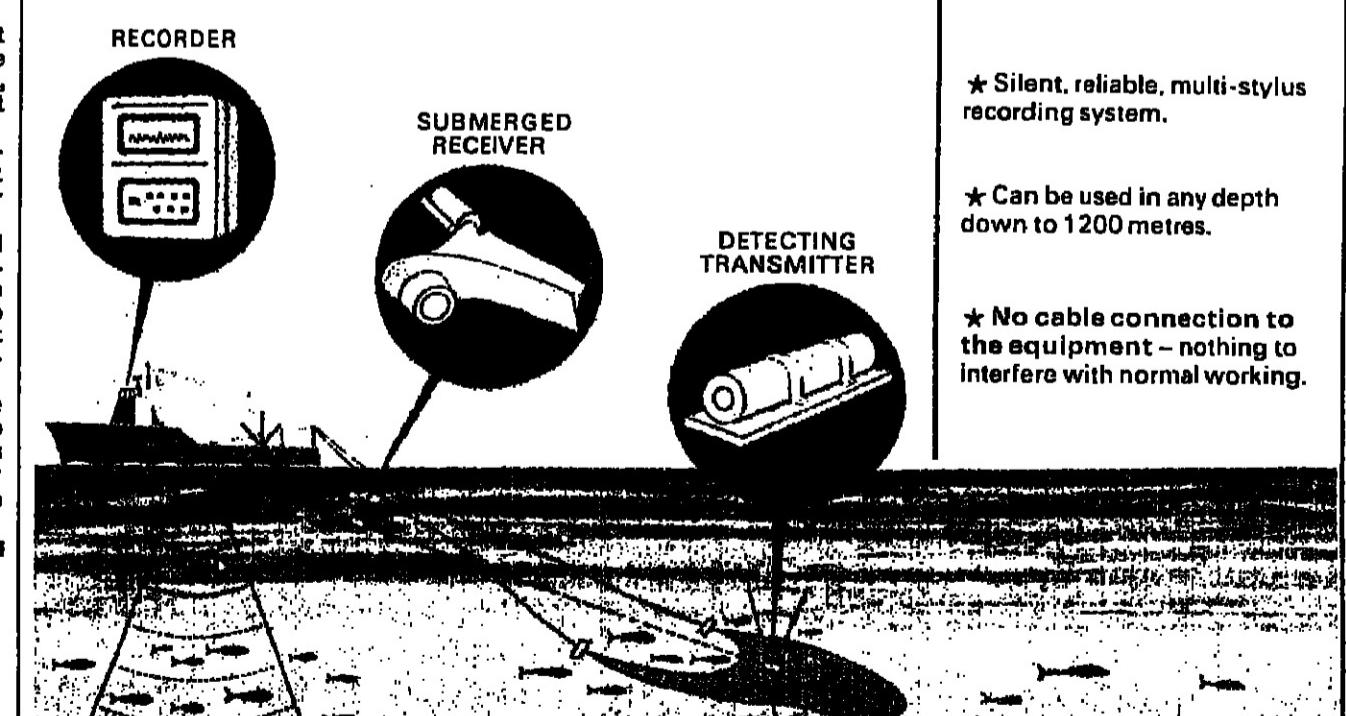
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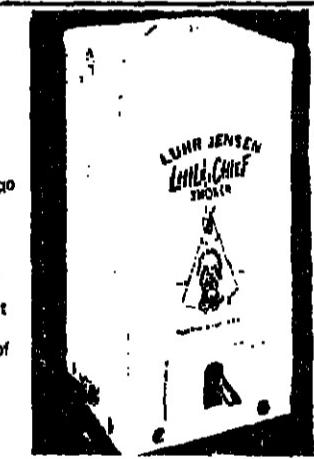
NORTH WALL FISH LTD.

WITH AN article in *Fishing News* last week, on the participation of the Grimsby firm, North Wall Fish Ltd., in the Frozen Food Industries' Exhibition, we carried a photograph of Colin Harrison who is the firm's sales director. In the caption he was described as John Holt, who is in fact chairman and managing director. We apologise for this mistake and also the reference to brand name "Ocean Moods" which should have read "Ocean Foods".

The title of North Wall Fish Ltd., was adopted in April 1973 to cover all the divisions of the original wet fish business of Rex Kemp Ltd., which was founded in the 1950's.

Both Mr. Holt and Mr. Harrison joined the company from Associated Fisheries & Foods Ltd. in 1974, in order to extend the then primarily wet fish activities of the company into the frozen food market.

Little Chief Smoker

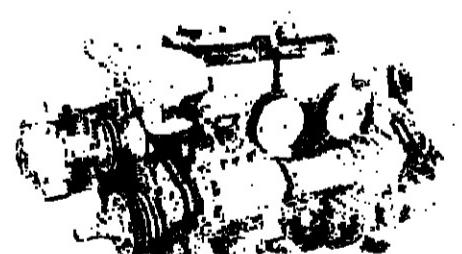


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Navy gets out hoses and guns

WHEN the 80ft. Oban-registered trawler *Starjen* caught fire (*Fishing News*, last week), it gave the crew of a new recruit to the fisheries protection squadron a chance to show their paces. On one of her first fish patrols, HMS *Wotton*, answered the distress call. Despite a big fire-fighting operation *Starjen* sank. However, the Navy were able to disperse an oil slick and machine guns were brought into action to break up floating debris. *Starjen* crew were saved by a passing yacht. HMS *Wotton* is commanded by Lt. Cmdr. A. F. G. Murkin.

ALL THE STOCKS UNDER ATTACK

—warns Meek

BRITISH FISHERMEN are making more money than ever this year — "but it is against a steadily darkening scene, one full of threat for the future." This was the depressing note sounded by the chairman of the White Fish Authority, Mr. C. I. Meek at a press conference in London today (Friday).

Presenting the WFA's annual report, Mr. Meek said it was difficult to say anything different from what he had said last year, because we are not any closer to solving problems with our Common Market partners. "Things have not changed, they have simply become exaggerated."

Stocks

The absence of a Common Fisheries Policy means that the dominoes theory is now in practice.

One major stock after another is now under attack, said Mr. Meek. "First it was

North Sea herring, then the

has sought to combat this

mackerel, now the west coast herring, and all of us are very concerned about what awaits the haddock."

While backing the Government on the west coast herring ban, Mr. Meek said that it had caused anxiety about extra effort being put on white fish stocks which are already more than fully exploited.

Of special concern was the high TAC being talked about for mackerel this year. In view of the vulnerability of pelagic stocks, Mr. Meek warned that these figures looked extremely dangerous.

The reason for the high TAC on mackerel could be because our Common Market partners have not kept to the agreement to restrain catches to the level of last year, suggested Mr. Meek.

Scottish catches for all white fish this year have been down on last year, he said.

The only way that Britain

showed little change.

Fine for sleepy time fisherman

PLYMOUTH fisherman John Walklin couldn't resist the lure of the sun when it made one of its rare appearances this summer.

He slung his lines over the side, tethered his boat to a convenient buoy in Plymouth Sound — and fell fast asleep.

Unfortunately, the buoy belonged to the Queen and was not there for his convenience.

A Ministry of Defence launch drew up alongside and disturbed the slumbering skipper's dreams. As a result Mr. Walklin was prosecuted last week by the Queen's Harbourmaster for using the buoy, and was fined £10 by Plymouth magistrates' court.

SQUID SKY HIGH

MILFORD Haven's record-breaking skipper Robert Foster continued an outstanding run of success last week. His

success last week, his

success last week, his

success last week, his

Jumpy markets keep record safe

GRIMSBY'S North Sea fleets of anchor-seiners and pair trawlers really came into their own last week with some of the heaviest-ever landings and strings of career-best grossings as hundreds of kits of cod and codling were put ashore.

Chapman's *Zarepta* (Sk. Bent Jensen), *Kell-jan* (Sk. Jens Thomsen) and Consols' *Rosenborg* (Sk. Niels Peter Jensen), *Guldborg* (Sk. Hans Kristensen) and

Christiansborg (Sk. Verner Jensen) each seemed set to smash the Grimsby port seiner grossing record with turn outs well over 400 kits.

But with wildly erratic markets they all missed out.

One salesman told *Fishing News*: "I just cannot understand the trade at the moment, granted we are governed by the laws of supply and demand and at the moment fish is plentiful, but one day the market's at rock bottom and it's a struggle to get 'min' and the next day the merchants fight for the same fish."

Nevertheless 37 out of 47 local anchor-seiners (excluding foreigners) grossed more than £7,000 for their trips during a week when supplies yet again topped 30,000 kits. In addition there was over 6,000 boxes of overland fish, mainly from the north.

The best seven seining trips all bettered five figures in grossings and apart from the intrusion of Sleight's *Fourseas* (Sk. Ole Thingesen) in the fourth slot on £10,881 from 360 kits, were monopolised by Consolidated Fisheries and the Chapman agent seiners with three spaces.

In the end Consols' *Christiansborg* took the top spot with £12,864 from a massive landing of 501 kits, almost entirely codstuffs, after a 13-day trip.

Pair trawling honours went

to the John R. agency where *Sonia Jane* (Sk. David Buley) and *Ann Charlotte* (Sk. Bob Collins) clocked up £31,006 from 1,054 kits, while Sleight's *Caenby* (Sk. Jerry Lee) and Danbrit's *Leanda* (Sk. Borge Nejrup) on their second trip together made an impressive £28,692 from 1,158 kits.

On the trawling side it was

sad to see Consolidated

Fisheries' *Huddersfield Town* (Sk. 'Wiggy' Hardis), now sold to Lowestoft's Colne

Fishing Co., end up in debt with a grossing of only £21,685 from a 28-day Norway Coast trip which produced just 998 kits.

BUT's *Ross Zebra* (Sk. Ronnie Reeves) topped £30,000 for the second successive trip and was easily the week's top earner on £31,091 after a 17-day North Sea/Westerly trip of 1,262 kits.

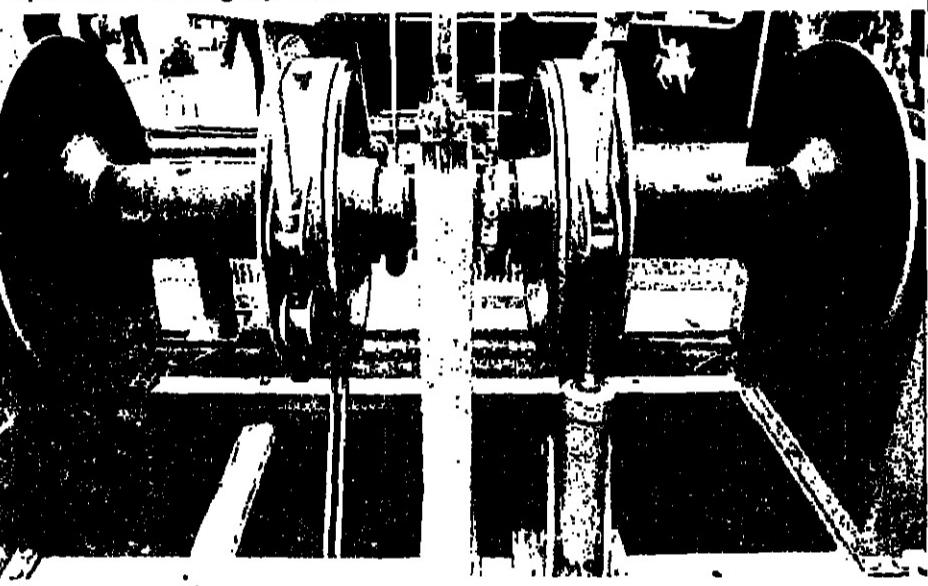
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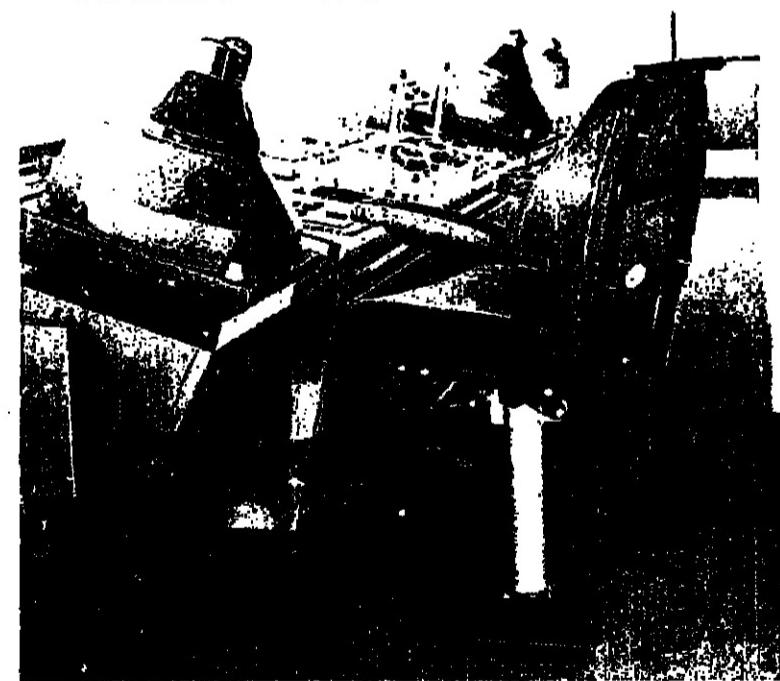
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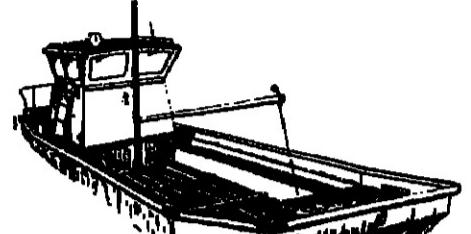
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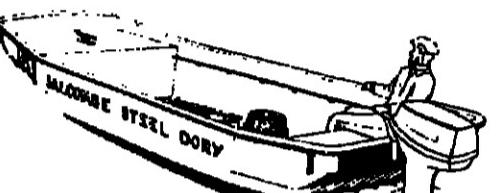
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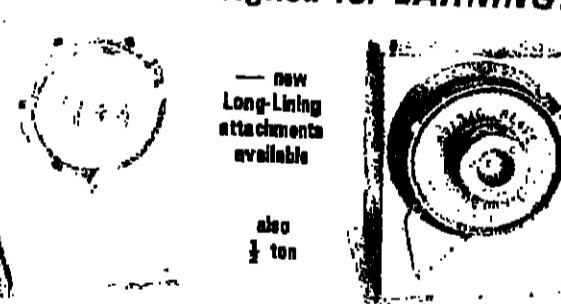


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RUSH FOR TRAINING COURSES

THERE HAS been a flood of applications to attend White Fish Authority training courses. Following a recent advertisement in *Fishing News* many of the courses are booked solid for the remainder of the year.

"The response so far has been very gratifying," said WFA training manager Duncan Amos. "Of the 35 courses advertised a few weeks ago, 21 are now fully booked, and the remaining 14 are filling up rapidly."

The fishing gear technology courses are proving particularly popular," said Mr. Amos. "The flume tank really is like a dream come true for many fishermen, as it allows them to see the effects that different rigging arrangements have on their trawls.

"We now have over 40 different trawls, a couple of seine nets and a selection of trammel and gill nets for demonstration in the tank — in fact something for almost everyone."

Places are still available on gear courses to be run from

July 21 to August 4 and December 4 to 8. These will concentrate on pair trawls used by vessels with a combined power of 500 to 1000 hp.

Another course which is proving very popular is one on coastal fishing. This is designed mainly for skippers of inshore vessels below about 160 hp. It provides instruction on small echosounders, engines and hydraulics, fish behaviour, marine science and gear technology.

Places are still available on courses to be run at Fleetwood, August 7-11, Whitehaven August 14-18, Ayr, Sept 26-29 and Whitby, Dec. 11-15.

Other courses on which

places can still be obtained are acoustic fish detection Hull, Sept 4-8; Lowestoft, Oct 23-27; and Mallaig, Nov 27-Dec 1; engines, electrics and hydraulics — inshore vessels, Mallaig, Dec 4-8; electrics and hydraulics — middle distant water vessels Hull, Sept 18-22; marine science Hull, Oct 2-6; and business management Hull, Sept 12-14.

There are also places available on the WFA's 12-week course in fisheries technology and management to be run from September 4 to November 6 in Hull.

This course is intended mainly for graduates from developing countries who are in posts, or intending to enter posts, in government fisheries

administrations or developing organisations.

It's syllabus includes fishing vessel construction, fish handling and preservation, fishing gear technology, marine science, fish detection and resource survey techniques, business management, resource management and marine fish farming.

All courses except the one in business management (£60) are free to members of the UK industry. Details of fees for overseas personnel are available on request from the Training Manager, White Fish Authority, Industrial Development Unit, St. Andrews Dock, Hull, North Humberside. Course Booking Form page 9.

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There are also places available on the WFA's 12-week course in fisheries technology and management to be run from September 4 to November 6 in Hull.

This course is intended mainly for graduates from developing countries who are in posts, or intending to enter posts, in government fisheries

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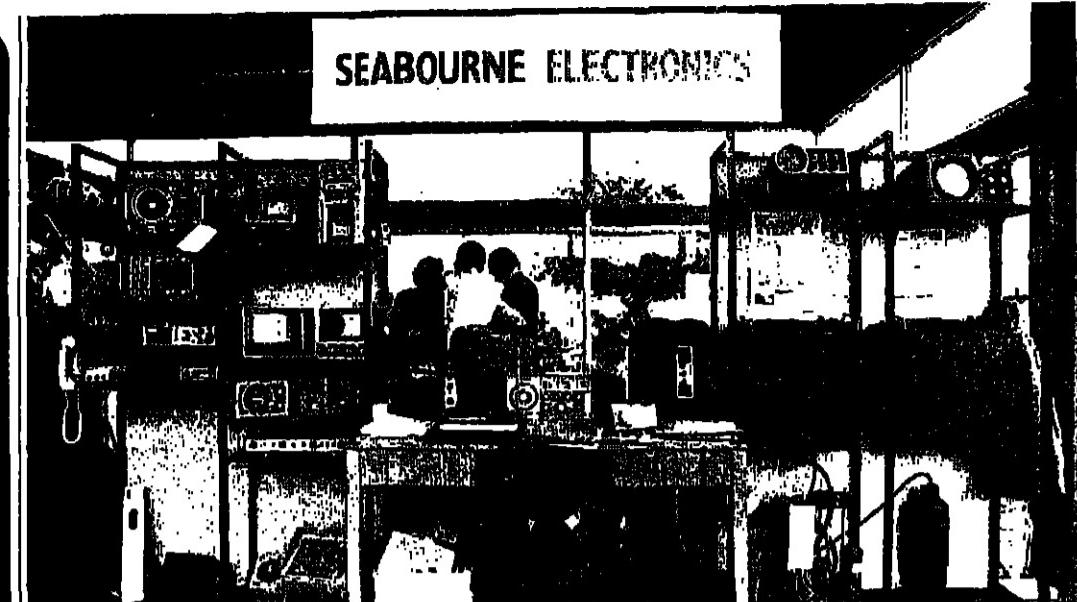


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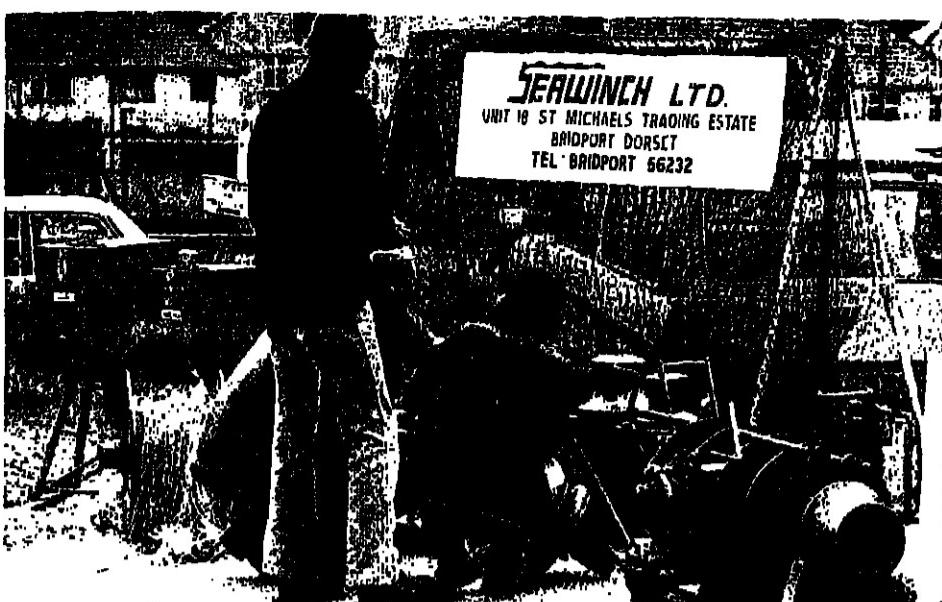
SEABOURNE ELECTRONICS



July 14, 1978

Left: Seabourne brought a large selection of radio telephones and sounders (far left) and sonar (right). Wesmar's SS230 gave an excellent 'mark' of a piece of steering gear four feet away!

July 14, 1978



MINI-SHOW RIGHT ON TARGET

report
by IAN
STRUET

Right: visitors get down to discussing the Seawinch range of hydraulic haulers. The firm is based in nearby Bridport.

SOUTH-WEST fishermen now have their own regular fishing exhibition following the successful debut of last week's mini-show held at Lyme Regis, Dorset. The show ended on Saturday after a four-day run.

Organiser Roy Gollop, a local net manufacturer, set a target of 600 visitors and he was bang on. Almost all were inshore fishermen and the scope of the show meant they could get first hand advice and service from designing a new boat to fitting her electronics.

Over 200 visitors made it on the first day. Bad weather down the coast allowed them to come without missing a day's fishing.

Sales came thick and fast with a diesel engine, nets and hauler ordered on the first day. As the show progressed an order for a wooden inshore boat was tied up and longlining gear went to around half-a-dozen boats.

Well-known fishermen at the show included Reg Matthews from Teignmouth and Peter Bartlett of the Brixham-registered *Braeside*.

Back in the 'old country' was a former English farmer who, with the advice from *Fishing News'* own John

Burgess, had sold up to fish from New Zealand. He had 'never looked back' and is now the skipper-owner of a sailing troller on Albacore working from Nelson.

Lyme Regis proved a central base as fisherman came in parties from St. Ives, Cornwall, and the Isle of Wight and further east.

Spencer-Carter made it even though the firm's factory is working to supply hydraulic gurdies ready for the start of the south-west mackerel season. It took a valuable order on the first day.

A wide range of haulers from the firm's catalogue was on view, the newest being the flat-drum net hauler now popular along the English north-east coast and in Ireland.

In production since February, some 20 units have been sold. It has a 1,000 ft pull and a hauling speed of 120 ft. per minute. Southwest men prefer the firm's deep-groove net haulers. Fishermen in the north have complained that this model could sometimes damage fish in their types of nets.

The sturdy one-ton hydraulic trawl winch was seen alongside the hand hydraulic gurdies and director, Steve Carter, told *Fishing News* the firm would start work on a three-ton trawl winch soon. Hooks, cables and parts for hydraulic systems rounded off the firm's popular display.

Cornish boat designer Garry Mitchell had drawings of boats in GRP, steel and his first love — wood — on display. His yard has 12 wooden 38-footers on order and this is proving a size demand, as he dealt with strong enquiries for men similar boats from Westcountry fisherman at the show. A deposit was taken from a Limington skipper at the show for a 33 ft. x 12 ft. x 4 ft. 3 in. wooden hull, deck and wheelhouse which the owner will complete himself.

Work is due to start on the general purpose fishing boat early next year and fittings are expected to include Wesmar sonar and six cylinder Lister diesel of 200 hp at 2,200 rpm.

Irish boatbuilder Jim O'Driscoll has a Mitchell-designed 40-footer going through the Irish Sea Fisheries Board (BIM) for approval at present and the boat is to have a 14 ft. 6 in. beam and a 6 ft. draft.

They brought with them two one-eighth scale models of Gollop trawls which have been tested in the tank (the 8 fm. Brixham-type and the 12 fm. wing trawl specially made for a gear course in mid-June). Results of experiments giving the trawls dimensions when towed with different rigs were available.

The WFA area officer Martin Robb was on hand, too, with information about assistance to skippers.

First drawings of Nocom Marine's proposed GRP boat were on show. The firm's next GRP boat's final details have not yet been decided. Forward and wheelhouse versions up to 18.5m registered length with a draft of 5.5 m. and admiring glances.

Other yards represented at the show were Avon-Brunel Marine and Ross Mackenzie Boatbuilding.

Full details of the Brunel range were available; the second in the series is now being fitted out by her delighted owner, Bob Stevens of Poole, outside the firm's factory.

Ross Mackenzie has two Cygnus GM37 boats on order and brought an open GM21 and 15 ft. 6 in. punt to the show. Both GRP craft were being offered for sale.

Yard owner, Barry Rose-Mackenzie, announced at the show he is to start moulding his own GRP hulls. He plans to offer a 23 ft. 6 in. boat and a 30-footer. The plan to build the mould for the smaller hull is now being planked.

He told *Fishing News* he saw a gap in the GRP boat market for these two sizes. They will be good sea-boats types with more flare in the bow than the Cygnus range offers. He took an order for 210 Nantes welded plastic pots at the show.

Slow

South coast men — with the exception of a few ports — have been slow to take advantage of the White Fish Authority's inshore courses. But this is changing.

Fishermen who attended from all along the south coast discussed the courses and gear behaviour with two WFA men from the trawl test flume tank at Hull, Dave Wileman and Richard McCormick.

They brought with them two one-eighth scale models of Gollop trawls which have been tested in the tank (the 8 fm. Brixham-type and the 12 fm. wing trawl specially made for a gear course in mid-June). Results of experiments giving the trawls dimensions when towed with different rigs were available.

The WFA area officer Martin Robb was on hand, too, with information about assistance to skippers.

Electronics were well represented by Seabourne of Plymouth. The firm reported having stocks of the long-awaited Multi-Seasource r/t from Electronic Laboratories which is claimed to have a price advantage of around £100 over the opposition.

The Dancom RT408 r/t, developed from the RT403, is one of around a dozen skippers who have taken advantage of a Wesmar offer (now closed) of a free R400 chart recorder worth just under £2,000 when ordering the top-of-the-range Wesmar SS230 sonar.

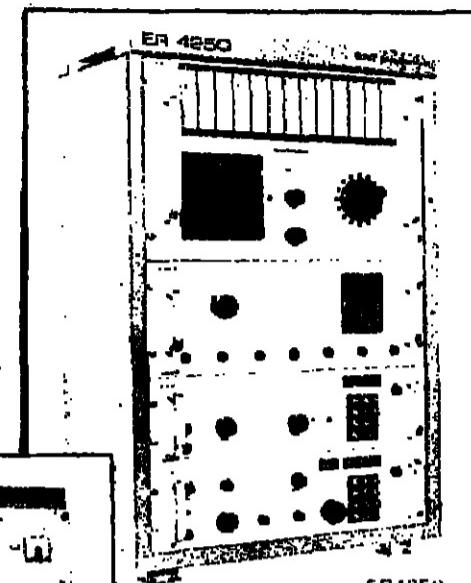
The R400 is due to arrive next month and will act as a paper recorder for the sonar and a sounder on 50 and 230 kHz.

An interesting order for the 1,500 m. range SS230 is for a 65 ft. scallop dredger based at Fowey, Cornwall. The unit, due to be fitted next month, will work in conjunction with a Decal plotter to pinpoint rocks and to make maximum use of the beds.

Seabourne told *Fishing News* this is the first time it has sold a sonar specially for skipper Reg Matthews, who is having a Napier

SAIT

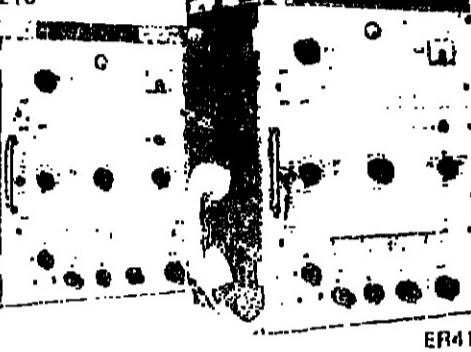
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4 September to 5 November

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Courses marked thus * will be held at the WFA fisheries training centre in Hull. The remaining courses will be held in the WFA mobile training unit at the ports indicated.

All courses except the one in business management (fee £20) are FREE to members of the UK fishing industry. Details of fees for overseas skippers and fishery students are available on request.

To: The Training Manager,
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Hull, HU3 4DE
Telephone: 0482-27837
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*Please tick to enrol for the course in

Date of course:

Please send me more details about the following courses:

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APPLICATION FORM

WEA



Ian Wood, managing director of the John Wood Group (Aberdeen)

New engine 'first' for big beamer

BRIXHAM has the first fishing boat in the UK to be powered by a Cummins KTA-1150-M engine. As part of a major refit the 69ft. beamer *Wilhemina Maria* has been repowered with the 470 bhp (350 kW) Cummins engine. The vessel is owned by Mr. G. Hook of Brixham.

Cummins Diesel Sales and hardened crankshaft is used Service, Avonmouth, working with sufficient treated depth with Dartmouth ship- for several regrinds.

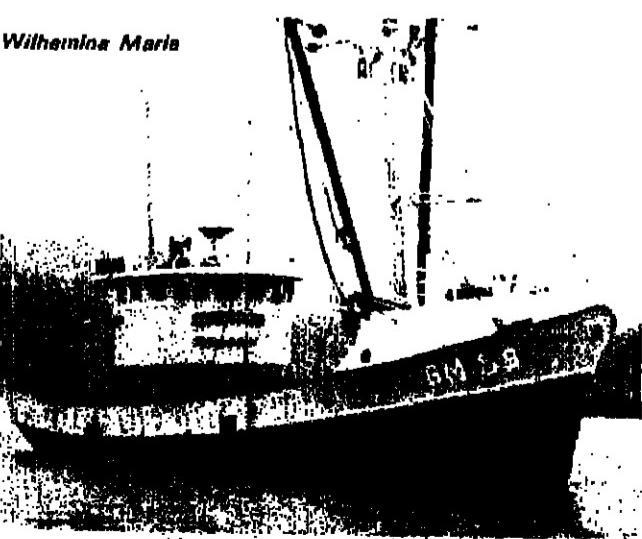
In *Wilhemina Maria* the replaced the heavy low speed Cummins engine is connected to a Self Changing Gears the higher power Cummins 80/86B transmission with a KTA-1150-M. The Cummins 4.78:1 ratio. This gearbox is around 3.5 tons mounted directly to the lighter than the old engine flywheel housing of the engine. A gearbox mounted gear cooler has been specified for the application.

The Cummins KTA-1150-M is an inline six cylinder engine which is turbocharged and aftercooled. It produces 470 bhp (350 kW) at 1800 rpm, though other power ratings can be specified. The KTA-1150-M is one of a family of Cummins engines which share common bore and stroke dimension of 6.25 in. (159 mm.).

The KT/KTA-1150 six cylinder units are available in turbocharged or turbocompound and aftercooled forms with ratings of 400 bhp (300 kW) to 520 bhp (388 kW).

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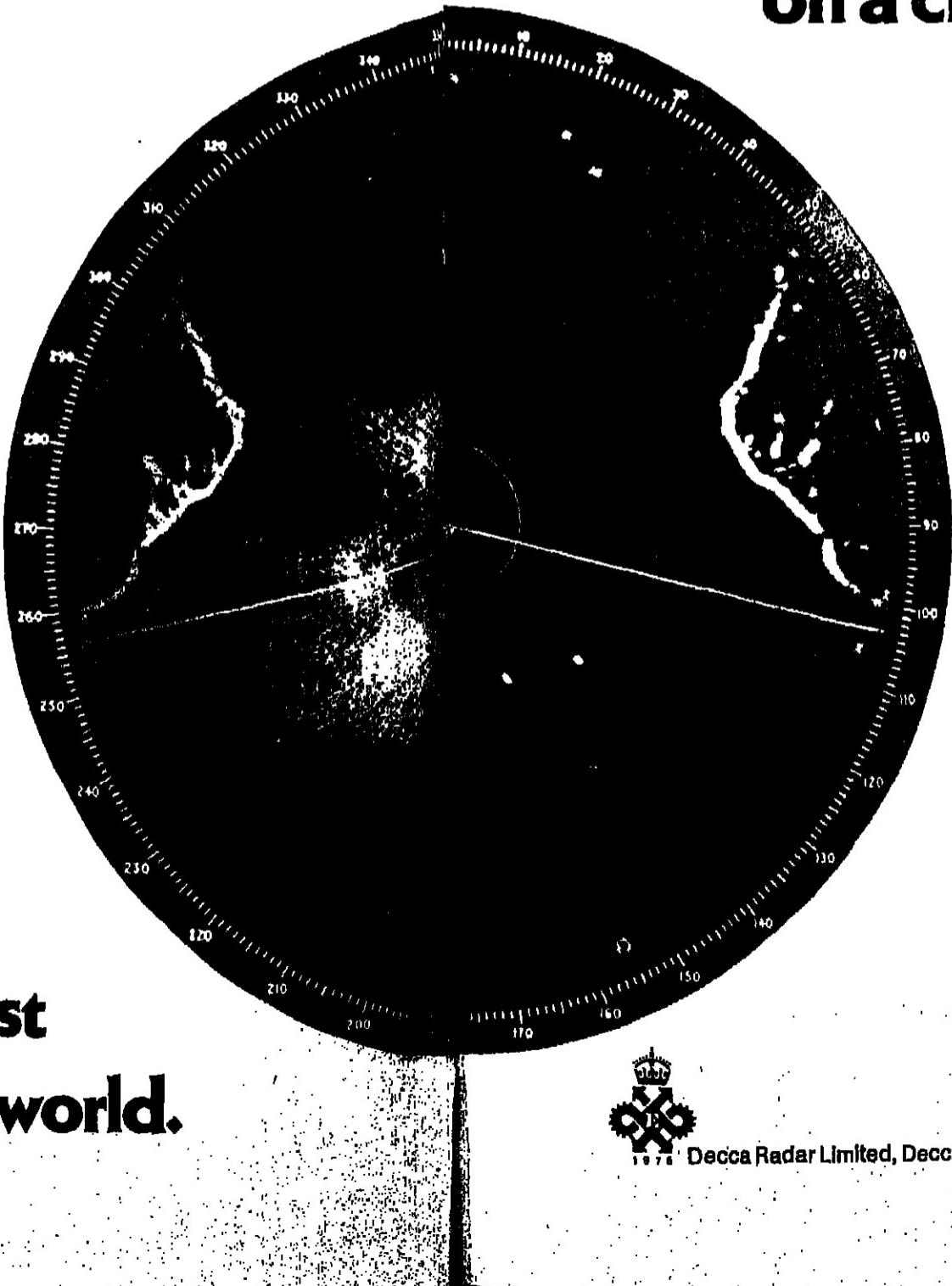
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TOWARDS A COMMON FISHERIES POLICY

PART 1: CONSERVATION. No common resource

THIS article is based on a paper which was to be given at a fishing conference in Brussels, postponed in May. Trawling chief IAN WOOD, of the Wood Group Aberdeen, forcefully sums up the situation facing British fishermen in the EEC and supports tough Government action on their behalf.

IN LOOKING

towards a Common Fisheries Policy the first issue is the question of ownership of the resource.

The basic Treaty of Rome quite clearly spells out that "the Community will not own the natural assets of any of the member states," and there is no way that Dutch gas, Italian olives, German coal, French uranium, French vineyards or indeed any of the other various natural assets of the member states could

ever be exposed to common ownership or exploitation.

The Community is clearly a "Common Market" not "Common Resources."

The Community's movement to 200-mile limits was achieved by each member state adopting its own 200-mile economic zone and claiming its own sovereign waters; and therefore the natural resources to be found in each of the sovereign zones must belong to the individual member states.

However, at the time of the opening of negotiations for the entry of the UK, Den-

mark, Ireland and Norway to the Community which, of course, was at a time when the world norm for fishing limits was 12-miles, the original Six tried to make fish an exception to the Community resources principle by claiming not, of course, common ownership of the stocks, but a principle of equal access to their exploitation.

In the event, they successfully scared off Norway and for those who joined, the total injustice of the attempted exception of the fish resource has inevitably produced an area of increasing aggravation

which has emerged into probably the most pressing single issue to threaten the unity of the Community in the last two years.

As the only possible mitigating circumstance of the indisputable inconsistency in this treatment of the fish resource, the Commission have attempted to argue that the ownership of fish cannot be attributed to any one country because fish migrate.

However, to the extent that this takes place, fish migration occurs in all other major fishing grounds worldwide and in none of these other areas has this been considered relevant in the move-

ment towards 200-mile fishing limits where it is the years of re-negotiation have intentionally totally ignored the most fundamental new concept of the international change — that over-fishing can only be controlled by the direct action of the nearest interested party, i.e. the coastal state. Almost by definition, the coastal state has the real motivation to protect the biological resources around its coasts. NEAFC, with its farcical payment of lip-service to conservation and the unbelievably low ratio of science to politics, was proof that fishing stocks could not be controlled by international agreements.

CONSERVATION

The UK Industry therefore sees conservation as the other vitally important issue which demands a fundamental revision of the CFP.

The Commission has argued that NEAFC failed because it was voluntary regime, whereas the Community will have a statutory regime on the basis of agreement reached by majority vote. However, the painful and tortuous wrangling of the Council of Ministers and the Commission over the last two years on some of the basic conservation issues such as North Sea herring and the Norway pout box, with many hours of argument spent by some countries trying to gain exceptions in a situation where scientific evidence is indisputable, breeds absolutely no confidence that the EEC regime will show any higher ratio of science to politics.

Possibly because they are aware the migration argument in no way invalidates the internationally accepted criteria of ownership of stocks, the Commission have gone on to argue that the UK's conservation policy cannot be effective without the co-operation of the rest of the Community, and Denmark in particular. Of course this is true and, in fact, in North Sea conservation terms the co-operation of Norway is much more important than that of the rest of the Community put together.

It is completely irrational to confuse the necessity to have co-operation on conservation with the fact of ownership of the fish stocks.

Equal

The rest of the Community have argued that the question of ownership of stocks equally applied at the time of the Treaty of Accession, but, of course, at that time the world norm for coastal zones was 12-miles and there was no real appreciation of the new concept of 200-mile international limits, which has completely changed the international fishing pattern and in particular devastated the historical UK fishing effort.

It was accepted throughout the Community, that the CFP required to be totally revised in line with the new world fishing conditions, but it is almost incredible that the Community's attempts to postpone carry out this essential revision of the CFP.

**CONTINUED
ON PAGE 12**

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AFTER ONE of the best seasons on record in recent years the sandeel season has finally ended at Grimsby.

The port's last six remaining multi-purpose vessels, *Samantha*, *Tino*, *Glenita*, *Ellen*, *Lochearn* and *Searcher* each landed their last trips at the beginning of the month and were the last survivors of the fleet of vessels which began industrial fishing for sprats way back in last November.

This year there was no long break between the end of the winter spratting and the start of the sandeeling. Only the above vessels kept at the sprats to the bitter end and were able to move straight onto the sandeels in April.

The end of sandeeling from Grimsby also coincides with a virtual shutdown with the Danish fleets of industrial fishing vessels. There the main meal plants, where the fish are reduced, are closing for at least a month, and only the large factory vessels with their own processing units will be able to carry on.

means *Samantha* (Sk. Hugo

with the single-boater *Alane* Thinesen) and *Tino* (Sk. Jorgen Gertsen) in a Peter Thinesen) will convert to a white fish pair team, *Sleight's Searcher* (Sk. Dan whilst *Ellen* (Sk. Alan Cox) and *Lochearn* (Sk. Thinesen) is linking up with Melvin Cox) may follow suit.

The end of the season



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obvious signs of biological recommendations once again being subservient to political requirements have clearly confirmed to us that the coastal state's exclusive control of its own zone is the only possible solution on conserving.

For some completely inexplicable reason the Commission, in its latest control document, relies only on quota reporting, a system of licences, supervision of landings and inspection of fishing.

The importance of strict effort control has now been recognised worldwide and very strict control on super-sufficient methods of fishing — in particular purse seining and beam-trawling — which can in certain circumstances damage excessive amounts of small fish and are capable of sweeping large areas of sea clean.

Other essential conservation steps are the control of fishing vessels carrying both human consumption gear and very small mesh industrial fishing gear on the same voyage.

For many years a large number of these vessels have fished using solely the commercial fishing nets, i.e. with 16 mm mesh, to catch all the fish available in an area being trawled. The industrial species and under-sized human consumption fish are then placed in one fishstock and the above-sized human consumption species caught in the industrial net are placed in the other.

The 10 per cent by-catch rule is only applied to the under-sized fish included in the industrial species fishstock because the catching vessel inevitably claims that the above-sized human consumption species in the other fishstock has been caught by the conventional net (which, of course, has not been used at all).

The Commission very clearly recognises this major loop-hole, but again presumably bowing to political pressure, are only attempting to solve this problem by introducing a complex log-book recording system which will no way prevent the practice, but merely require the cheating skipper to develop some skills at falsifying the forms he has to complete.

The UK industry might have been more amenable to reconsider at least part of its basic thinking on CFP renegotiation if there had been any sign at all in the last two years of any real will to conserve among our partners. Mr. Gundelach, on his visit to Aberdeen in June 1977, accepted that the Commission's whole case was dependent on its ability to run a truly effective conservation regime and if this failed, he admitted it would be persuaded that large exclusively-controlled coastal state zones were the only possible alternative.

We put it to Mr. Gundelach that, then, the Commission could not afford to be proven wrong, as by that time the stocks would be irreparably damaged.

The Council of Ministers conservation discussions in the past year with the very

Contrary to common belief,

Swan-song for the sandeels

End of the sandeel season at Grimsby as *Tino*, *Glenita* and *Ellen* discharge their last trips.

NEW 65-FOOTER FOR KILKEEL

A NEW 65FT. wooden-hulled vessel has joined the growing Kilkeel fleet in Northern Ireland. *Xmas Star II* (right) has been built for Mr. J. Moore, by the Bangor Shipyard in Co. Down.

She is the first vessel of a new class from this yard and will mainly operate on white fish and herring in the Irish Sea and Scottish waters.

The vessel was designed by the Scottish firm G. L. Watson & Co. Ltd.

The new boat has a beam of 21ft. 6in. and a moulded depth 10ft. 6in.

The main power is supplied by a Kelvin TASCE 45hp diesel engine. This is coupled to Reintjes 4:1 reduction gearbox.



to Reintjes 4:1 reduction gearbox.

An auxiliary generating set is supplied by Wilmar Engineering Ltd., consists of a Lister 25hp air-cooled diesel driving a Transmotor generator and a 250/700 GGG auxiliary bilge pump.

Deck gear includes: Norlau hydraulic winch with a Northern Tool & Gear power pack and a Losafe 24in. power block.

Wheelhouse equipment includes: Atlas fish finder Type 720; Wesmar SS240 dual frequency sonar; Furuno FRS 24 radar; 'Sailor' MF radiotelephone; two 'Sailor' RT 144 VHF telephones; Brown & Perring autopilot and Koden A50 net monitor.

Big shows lined up for Aberdeen and London

NORWAY WANTS COMPENSATION

THERE HAS been a swift reaction from Norway to the conservation measures announced by Britain last week. While fish quotas in the Norwegian zone are nominated for revision in a working paper being prepared in the Fisheries Directorate in support of the Norwegian position on compensation for the loss of the herring ban at 15 million kroner. It is expected that the British must understand that Norway needs compensation.

Vardal estimates the loss to the Norwegian purseurs by the herring ban at 15 million kroner. It is expected that the Norwegian authorities will ask for an increase of the 30,000 ton quota of mackerel that can be taken west of the show hall.

If Norway does not get compensation, she will take unilateral action aimed at cutting EEC quotas, including British quotas of Arctic Cod, according to Fisheries Director Knut Vardal.

Norway still wants to get the framework agreement with the EEC signed and in the meantime does not intend to get involved in EEC squabbles. Vardal says that in the present difficulties, tit-for-tat is no policy at all and is nothing more than a last resort if the claim for compensation proves fruitless.

If the Danish industrial trawlers move east into Norwegian waters, there will be no reaction so long as they keep to the 1978 joint regulations limiting boats to 100 at a time and setting a quota. Although the Southern Norway Trawlers Association sent its chairman to Bergen last week with the mission of getting the Danes barred, the agreement remains in full force. It all depends on whether compensation is ready in time for display.

Next year Roy Gollop aims to double the size of the show at June 2-3, 1980.

Organisers, Industrial Trade Fairs and Exhibitions say that the show has been rescheduled to avoid a clash with other marine exhibitions taking place in Scandinavia.

Fisheries Director Knut Vardal told *Fishing News*: "I

'79 will be the first big international fishing exhibition held in London since 1969. Already the show looks booked for a big success.

The staging of Euro-Catch

in from fishing equipment manufacturers in all parts of the world.

The organisers, Eagle Exhibition Consultants, report

that all the ground floor space

at Olympia has been sold out, there is still room for exhibitors in the gallery of the show hall.

With a full house, exhibition stand space will cover over 6,000 sq. metres.

A feature of Euro-Catch '79 will be a special Scottish mini-show. This is being put on for small Scottish companies operating on a limited budget.

DORSET MINI-SHOW

From page nine

Roy Gollop, a former skipper, told *Fishing News* that sales of IC Skagen equipment in the south-west at present.

Other Wesmar sonars on show were the SS90, SS115 and the SS160. The SS115 is based on the SS160, but has a reduced range (300 m. instead of 500 m.). It also has a smaller cabinet and a far lower price. This model is said to find wrecks down to 60 fm.

As the show closed top Devon skippers were showing strong interest in a new range of big mesh IC trawls with rope wings. These are very fast fishing nets. Another IC trawl specially designed for scalloping — a boom fishery in the south-west at present.

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